

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,363 tons, Captain H. D. Jones.
 "POWAN," 2,363 tons, Captain R. D. Thomas.
 "PATSHAN," 2,363 tons, Captain W. A. Valentine.
 "HANKOW," 2,363 tons, Captain C. V. Lloyd.
 "KINSHAN," 2,363 tons, Captain J. J. Lossius.

Departures from Hongkong to Canton daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
 Departures from Canton to Hongkong daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons, Captain W. E. Clarke.
 Departures from Hongkong to Macao on week days about 2 P.M. (See special Summer Time-table). Departures on Sundays at Noon.
 Departures from Macao to Hongkong daily at 8 A.M.
 Cheap Excursions on Sundays, per S.S. "Honam," leaving Hongkong at 9 A.M., and returning from Macao at 7 P.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,19 tons, Captain T. Hamlin.
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 8 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD. AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain J. Wilcox.
 "NANNING," 588 tons, Captain G. Butcher.
 One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8.30 A.M. calling at Yunkai, Mahing, Kumchuk, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuto. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES: Canton to Wuchow, Single \$15.00, Return \$25.00.
 Canton to Tak Hing, Single \$12.50, Return \$21.00.
 Canton to Samshui, Single \$7.50.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN," Capt. B. Branch. S.S. "SANUI," Capt. H. Black.
 Departures from Hongkong to Wuchow about three times every week, calling at Kumchuk, Samshui, Shuihing and Tak-Hing. Departures from Wuchow about three times every week calling at the above ports.

FARES: Hongkong to Wuchow Single \$17.50, Return \$30.00. Round trip tickets to Wuchow returning via Canton or vice versa \$36.00, available for one month. Round trips to and from Wuchow take from 5 to 7 days.

HONGKONG-KONGMOON LINE.

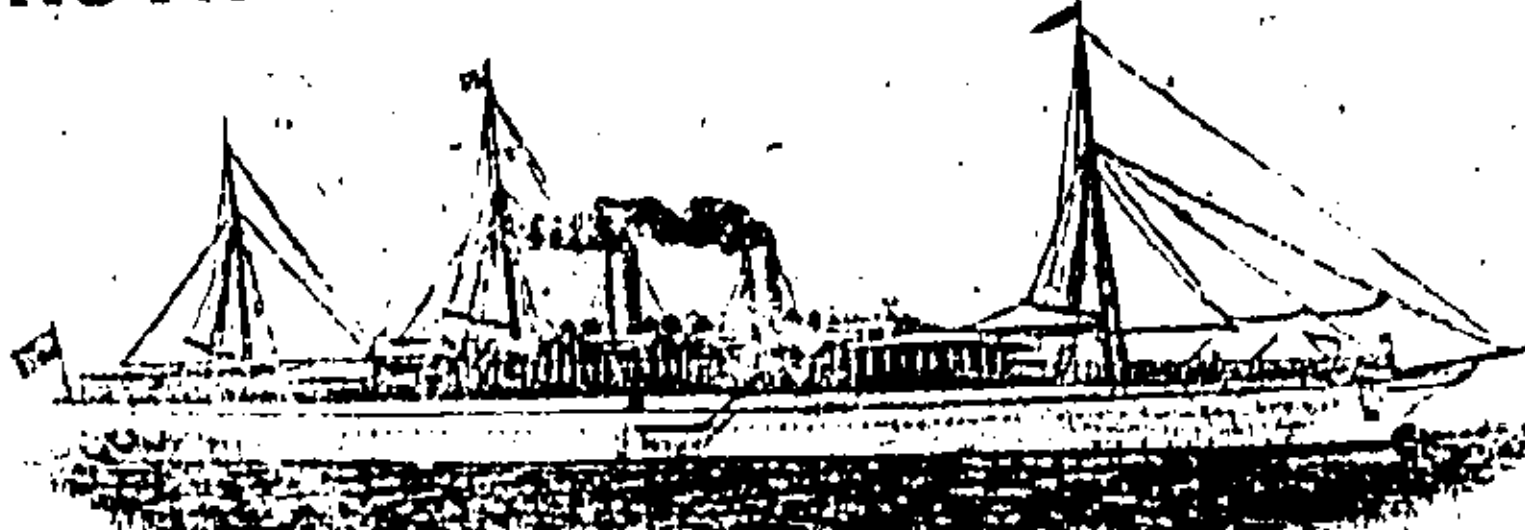
S.S. "TAK HING," Capt. R. Biss. S.S. "HONGKONG," Capt. Maxfield.
 Departures from Hongkong daily (Saturday excepted) at 7 P.M., calling at Kumchuk and Kongmoon. Returning daily (Monday excepted).
 FARES: Hongkong to Kong Moon, Single \$6.00.
 Hongkong to Kumchuk, Single \$7.00.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
 18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 25th April, 1905.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
 (CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
 SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.
 PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).
 R.M.S. "EMPERESS OF CHINA," 6,000 tons, WEDNESDAY, 31st May.
 "EMPERESS OF INDIA," 6,000 tons, WEDNESDAY, 21st June.
 "TARTAR," 4,425 tons, WEDNESDAY, 15th July.
 "EMPERESS OF JAPAN," 6,000 tons, WEDNESDAY, 12th July.
 "EMPERESS OF CHINA," 6,000 tons, WEDNESDAY, 12th August.
 Hongkong to London, 1st Class, via St. Lawrence 60s. Via New York 62s.
 Hongkong to London, Intermediate on Steamers, and 1st Class Rail, £40. £42.

THE magnificent Twin-screw "EMPERESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.
 R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.
 Passengers Booked through to all principal points and AROUND THE WORLD.
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.
 For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to
 HONGKONG, 24th May, 1905.

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SENEGAMBIA	HAYRE and HAMBURG.	29th May, Freight.
Jaburg	(Calling at S'PORE, PENANG & COLOMBO)	
C. FERD. LAEISZ	HAYRE and HAMBURG.	12th June, Freight.
von Hoff	(Calling at S'PORE, PENANG & COLOMBO)	
BRISGAVIA	HAYRE and HAMBURG.	28th June, Freight.
Russ	(Calling at S'PORE, PENANG & COLOMBO)	
SITHONIA	HAYRE and HAMBURG.	12th July, Freight.
Hildebrandt	(Calling at S'PORE, PENANG & COLOMBO)	
ACILIA	HAYRE and HAMBURG.	26th July, Freight.
Albers	(Calling at S'PORE, PENANG & COLOMBO)	
NUBIA	NEW YORK VIA SUEZ.	2nd June, Freight.
Habel	with liberty to call at the Malabar coast.	

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Buildings.

Hongkong, 25th May, 1905.

D. NOMA, TATTOOER

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage, besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3700 Recommendations which I have received from all sources.
 Hongkong, 16th November, 1904.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;
 PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;
 ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;
 Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

W.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.
 PROPOSED SAILINGS FROM HONGKONG.
 (SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
BAYERN	WEDNESDAY, 7th June.
ZIETEN	WEDNESDAY, 21st June.
DARMSTADT	WEDNESDAY, 5th July.
SACHSEN	WEDNESDAY, 19th July.
SCHARNHORST	WEDNESDAY, 2nd August.
PRINZ HEINRICH	WEDNESDAY, 16th August.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 30th August.
PREUSSEN	WEDNESDAY, 13th September.
ROON	WEDNESDAY, 27th September.
BAYERN	WEDNESDAY, 11th October.
GNEISENAU	WEDNESDAY, 25th October.
SACHSEN	WEDNESDAY, 8th November.
PRINZ REGENT LUITPOLD	WEDNESDAY, 22nd November.
PRINZ HEINRICH	WEDNESDAY, 6th December.
	WEDNESDAY, 20th December.

ON WEDNESDAY, the 7th day of June, 1905, at Noon, the Steamship "BAYERN," of the NORDDEUTSCHER LLOYD, Captain H. Formes, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port 3 1/2 hours. Calling at NAPLES and GENOA. Shipping Orders will be granted till NOON, on MONDAY, the 5th June, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 6th June, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 6th June. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement. The Steamer has splendid Accommodation and carries a Doctor and Stewardsess. Linen can be washed on board.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG. (Subject to alteration.)

STEAMERS.	TONS.	SAILING DATES.
PRINZ SIGISMUND	3,302	TUESDAY, 30th May.
WILLEHAD	4,761	TUESDAY, 27th June.
PRINZ WALDEMAR	3,227	TUESDAY, 25th July.

ON TUESDAY, the 30th May, 1905, at Noon, the Steamship "PRINZ SIGISMUND," Captain D. Leuz, with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR	STEAMER	ABOUT
KOBE & YOKOHAMA	WILLEHAD	TUESDAY, 6th June.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	DARMSTADT	WEDNESDAY, 7th June.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	SACHSEN	WEDNESDAY, 21st June.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 25th May, 1905.

Intimations.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.
7.00 a.m. to 7.30 a.m. Every 30 minutes.
7.30 a.m. to 8.00 a.m. Every 10 minutes.
8.00 a.m. to 8.30 a.m. Every 10 minutes.
8.30 a.m. to 9.00 a.m. Every 10 minutes.
9.00 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT CARS.
8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.
SUNDAYS.
8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 10.30 a.m. Every 30 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 12.00 p.m. Every 10 minutes.
12.00 p.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT CARS as on Week Days.
SATURDAYS.
Extra cars at 11.30 and 11.45 p.m.
SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.
JOHN D. HUMPHREYS & SON, General Managers.
Hongkong, 29th December, 1904.

THE HONGKONG STUDIO.

HIGHER CLASS PHOTOGRAPHER, 41 & 43, QUEEN'S ROAD CENTRAL, TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE. Hongkong, 15th September, 1905.

MEE CHEUNG, PHOTOGRAPHER.

TOP FLOOR OF ICE HOUSE, 111, Des Voeux Road.

[S] now in a position, in his New and Com. modious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICE in the Colony or in any part of the Far East.

GROUPS and VIEWS

a speciality.

Hongkong, 21st September, 1905.

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS, AND GENERAL COMMISSION AGENTS.

GROUND FLOOR, ST. GEORGE'S BUILDING, HONGKONG.
 SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTEN'S GENUINE COMPOSITION RED HAN BRAND, HARTMANN'S GREY PAINT, DAHLER'S PATENT MOTOR LAUNCHES, &c. &c. &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.
 EVERY KIND OF SHIPS STORES AND REQUISITES ALWAYS IN STOCK

at REASONABLE PRICES.
 Hongkong, 7th March, 1905.

FURNITURE WAREHOUSE.

LI KWONG LOONG, 李貴隆

CABINET-MAKER AND ART DECORATOR, from Shanghai, has opened a FURNITURE STORE

at No. 45, DES VOEUX ROAD CENTRAL. The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Has been patronised by the Hongkong Club, Hongkong Hotel, Messrs. A. S. Watson & Co., Ltd., Joint Telegraphs Co., and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd. write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co., Ltd.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.
 Hongkong, 6th December, 1904.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 314 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft.; bottom 45.8 ft. Water on blocks, 38.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Liebers, Scotts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

C. W. MEAD, C.E., President and Shanghai Manager.
 N. M. HOLMES, C.E., Vice-President and Hongkong Manager.
 A. F. CARRICK, C.E., General Manager, Manila.

ORIENTAL CONSTRUCTION COMPANY, CONSULTING AND SUPERVISING ENGINEERS AND CONTRACTORS, HONGKONG, SHANGHAI AND MANILA.

Cable Address: WERRICK, HONGKONG.
 Railway Hydraulic Mining and Sanitary Engineering.
 A Specialty made of Reinforced Concrete and Concrete Piles.
 Examinations of Surveys Reports and Estimates.
 On all Railway or Proposed Construction Works.

Hongkong, 2nd February, 1905.

"MINIMAX" HAND FIRE EXTINGUISHER.

MINIMAX SYNDICATE, LIMITED, LONDON, NEW YORK, BERLIN, HAMBURG, PARIS, VIENNA, MILAN, COPENHAGEN, ANTWERP, &c.

F. BLACKHEAD & CO., LOCAL AGENTS.

The most effective of all Hand Fire Extinguishing Apparatus.
 NO PUMPS. NO JOBS. AUTOMATIC.
 Extinguishes Oil, Varnish, Kerosine Oil, Tar, Benzine.
 Guaranteed to remain in working order for any length of time.
 SIMPLEST HANDLING.

Drive in the Knob and the apparatus is in action immediately, sending Spray nearly 40 feet.

IMPORTANT POINTS FOR CONSIDERATION.
 Is self-acting.
 Destroys all smoke.
 Can be used by anyone, even lady or child.
 Minimum of Price, Weight and Size.
 Hongkong, 10th May, 1905.



EYES RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN, 10, D'AGUILAR STREET, HONGKONG, (One Minute's Walk from the Post Office).

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
 LONDON, CALCUTTA, SHANGHAI.
 21, John Street, Bedford Row, W.C. 59, Bentinck Street. 566, Nanking Road.
 Hongkong, 24th March, 1904.

CAFE WEISMANN.

THE Public are invited to pay a visit to our new TIFFIN ROOMS.

The only place of its kind in Hongkong.
 A VERITABLE FAIRY LAND.

REAL GERMAN FASS BEER ON DRAUGHT.

Entrance—No. 1A, WYNDHAM STREET, Hongkong, 22nd April, 1905.

A FOOK & Co., 12, Pottinger Street, Central.

GENERAL STOREKEEPERS, SHIP CHANDLERS AND COMPRADORES, COAL MERCHANTS AND STEVEDORES OF SIXTY YEARS STANDING.

ALL kinds of Provisions, Coal, Water and Ballast supply, from alongside at the shortest notice and with all possible dispatch. Moderate terms.

Orders solicited.
 Hongkong, 23rd February, 1905.

TSANG FOO & CO., COAL MERCHANTS AND STEVEDORES.

48, DES VOEUX ROAD.
 SHIPS Coaled from alongside at the shortest notice, and with all possible dispatch. Prices Moderate. Telephone No. 324.
 Hongkong, 1st October, 1904.

Dentistry.

THE AMERICAN SYSTEM OF DENTISTRY.
 M. H. CHAUN, D.D.S., 37, DES VOEUX ROAD CENTRAL, HONGKONG, From the University of Pennsylvania, U.S.A. (Honorary, 4th June, 1904).

TSIN TING, LATEST METHODS OF DENTISTRY. STUDIO AT NO. 14, D'AGUILAR STREET. REASONABLE FEES. Consultation Free. Hongkong, 10th July, 1904.

OCCIDENTAL HOTEL. EXCELLENT CUISINE. MODERATE PRICES. ELECTRIC FANS TO ORDER IN EVERY ROOM. EUROPEAN MANAGEMENT. ELGIN ROAD, KOWLOON. Hongkong, 10th May, 1904.

Intimations.



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D.
1841.

WINE AND SPIRIT
MERCHANTS.

ALEXANDRA BUILDINGS.

SHERRY.

The following Brands are recommended
as high-class Wines of superior quality.

- Per doz.
- B. SUPERIOR PALE DRY, Dinner
Wine, Green Seal Capsule \$12.00
- C. MANZANILLA, PALE NATU-
RAL SHERRY, White Capsule 13.50
- CC. SUPERIOR OLD PALE
DRY, NATURAL SHERRY,
Red Seal Capsule 16.00
- D. VERY SUPERIOR OLD PALE
DRY, Choice Old Wine, White
Seal Capsule 18.00
- E. EXTRA SUPERIOR OLD
PALE DRY, Very Finest Qual-
ity (old bottled), Black Seal
Capsule 27.00

"D." AND "E." ARE FAVOURITE
WINES ALL OVER THE FAR EAST,
AND ARE SPECIALLY RECOM-
MENDED.

A. S. WATSON & Co.,
LIMITED,
ALEXANDRA BUILDINGS.

Hongkong, 20th May, 1905.

Gregory

WINE
AND
SPIRIT MERCHANTS,

HONGKONG,

34, QUEEN'S ROAD CENTRAL,

FIRST FLOOR,

(Wm. Powell & Co.'s old premises).

WHITE WINES.

	per case quarts.
Graves	\$ 9.00
Graves Superior	11.00
Sauternes	9.00
Sauternes Superior	11.00
Chateau La Tour de l'ile	18.00
Chablis	18.00
Meursault	25.00
Montrachet	32.50

N.B.—All our Wines and Spirits are bottled at
home, thereby ensuring to our Customers
all the advantages accruing from bottling
done at home under the direct supervision
of the Growers and Distillers as compared
to bottling done in China by Chinamen
at the service of European Firms.

Hongkong, 10th December, 1904.

NOTICE.
All communications intended for publication in
"The HONGKONG TELEGRAPH" should be
addressed to The Editor, 1, Ice House Road, and
should be accompanied by the Writer's Name and
Address.
Ordinary business communications should be addressed
to The Manager.

SUBSCRIPTION RATES (IN ADVANCE).
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The rate per quarter and per month, proportional.
The daily issue is delivered free when the address is
accessible to messenger. The copies sent by post an
additional \$1.80 per quarter is charged for postage.
The postage on the weekly issue to any part of the
world is 30 cents per quarter.
Single Copies. Daily, ten cents; Weekly, twenty-
five cents.

The Hongkong Telegraph

HONGKONG, THURSDAY, MAY 25, 1905.

"RICKSHA DIFFICULTIES."

In Shanghai and also in Saigon the
ricksha coolies and owners have recently
been giving the authorities a good deal of
trouble. In the French city, where it is
stated that about 650 rickshas ply daily, the
coolies went on strike because the municipa-
lity issued a new set of rules governing the
use of the vehicles. The pullers were re-
quired to know the "rule of the road" and
the names of the thoroughfares. That in
itself was an innovation which no properly-
constituted ricksha puller could submit to
for a moment. But still more grievous was
the regulation requiring that they should be
medically examined, that their photographs
should be taken and that the rickshas
should be kept in good order. Such a
plethora of rules exasperated the coolies to
such an extent that they incontinently went
on strike, and so far as can be learned they
may still be on strike. The rules as a
whole, however, appear to be dictated by a
desire to keep undesirables out of the
ranks of the pullers, but it is certainly a
new feature to expect them to know the
names of the various streets. Even if they
did acquire the knowledge, it is doubtful
whether the average fare could make his
instructions understood. The usual system
is to enter a ricksha and bowl along in the
direction desired, instructing the puller by
continual prods and a variety of gesticula-
tions. In Singapore, it is true, the coolies
usually have a smattering of Malay, which
can be turned to account by the linguist,
but in Hongkong there is no common lan-
guage, so that the average passenger has to
rely upon his powers of description by
means of the sign language in directing the
runner. In Shanghai, difficulties have
arisen with the owners. It seems that some
of these ricksha-owners make \$20,000 a
year by simply hiring out rickshas at 40
cents a day. But not content with that
reasonable income, the owners have gone
out of their way to defraud the authorities.
When licenses were being renewed, the police
inspected the vehicles and in several cases
where the rickshas looked too dilapidated
for further service they refused to grant a
licence. But the owners conceived a bril-
liant plan. New rickshas were sent up for
inspection, a licence was obtained and there-
after the numbers were transferred to the
ancient and worn-out vehicles, the new rick-
sha being repainted and again sent up for
inspection. The scheme appears to have
worked satisfactorily until the police got a
hint of it, and now the owners are lamenting
their divergence from the path of virtue.
Hongkong appears to have escaped these
difficulties so far, but if the appearance of
some of the rickshas which ply in the
streets be considered it is likely there will
be a collision shortly between the ricksha
inspectors and the owners. It is to be
hoped, however, that bad as some of these
rickshas are the inevitable collision will be
postponed until the hot weather has passed.

SHIPPING JETISAN.

THE N. D. L. AND HAMBURG-AMERICA LINE.

Information has been received from Antwerp
regarding the recent cruise of the German
Emperor, which, if true, is, to say the least,
of considerable interest to the shipping trade.
The information comes from a personage
occupying a position of importance in Brussels,
and is to the following effect:—"We know
for certain that the cruise of Emperor William
in the Mediterranean has as its object ex-
clusively commercial and maritime interests.
It is not so much a question of Morocco and
the Italian Alliance as of German penetration
into Turkey, Asia Minor and Egypt. Herr
Ballin is on board the Hamburg together with
a number of German commercial and financial
notabilities. There is a question of organizing
on an entirely new footing new German steam-
ship lines and the colonization of the Levant.
We are further assured that the Emperor is
favouring a combination between the North
German Lloyd and Hamburg-American Line.
A leading Brussels paper corroborates this
information."

THE WEATHER.

The following report is from Mr. F. G. Eggs,
First Assistant of the Hongkong Observatory:—
On the 25th at 11.55 a.m. The barometer has
risen slightly over SE. Japan; and fallen else-
where, particularly over China.
A depression appears to be moving East-
wards in the Yangtze Valley. Pressure is
highest over S. Japan.
Gradients are moderate and fresh SW. winds
will probably prevail in the Formosa Channel,
and over the N. part of the China Sea.
Forecast:—fresh SW. winds; squally, prob-
able some thunderstorms.

LOCAL AND GENERAL.

EIGHT cases of plague, of which five were fatal,
were notified to the authorities since yesterday
at noon.

We learn from Cairo that the Bandmann-
Dallas Opera Co., under the personal direction
of Mr. Maurice E. Bandmann, will shortly
be in Hongkong. The company were per-
forming in Egypt last month before the Khedive
and Earl Cromer and party.

BENCH AND BAR.

WELCOME THE NEW CHIEF JUSTICE.

His Lordship the Chief Justice Mr. F. T.
Liggett, took his seat on the bench at the Su-
preme Court for the first time this morning
and received a cordial welcome from members
of the bench and bar in Hongkong. He
was accompanied by the Puisne Judge, his
Honour Mr. A. C. Wise, who has just returned
from leave of absence. The legal profession
was fully represented in court among the
baristers present being the Attorney General
(the Hon. Sir H. Spencer Berkeley), Hon. Dr.
Ho Kai, Messrs. E. H. Sharp, H. E. Pollock, F.
A. Hazeldene, H. N. Ferrers, C. D. Melbourne,
and H. G. Calhoun, while the Crown Solicitor
(Mr. F. B. L. Bowley), and most of the other
members of the profession were present.
His Lordship having entered the Court
handed the Commission to the Puisne Judge
who passed it up to Mr. A. C. Wise, the Registrar.
Those present remained standing while the
Commission was read as follows:—

Matthew Nathan,
Governor, etc.
Edward VII. by the grace of God of the
United Kingdom of Great Britain and Ireland
and of the British Dominions beyond the Seas,
King, Defender of the Faith, Emperor of
India.

To Our trusty and well-beloved Francis
Taylor Liggett, Esquire, M.A., one of Our coun-
sellors learned in law.

Now, know you that we taking into con-
sideration your loyalty, integrity and ability of
Our special grace, certain knowledge and im-
mediate motion have thought fit to constitute
and appoint and do hereby constitute and ap-
point you the said Francis Taylor Liggett to be
Chief Justice of the Supreme Court of Our
Colony of Hongkong and its Dependencies
from the 27th day of April, 1905, inclusive to
have, hold, exercise and enjoy the said office
and place during Our pleasure with all rights,
profits, privileges and advantages therein
belonging as appertaining. Provided always
that you the said Francis Taylor Liggett do
actually reside within Our said Colony
and do not quit the same without the previous
permission of Our Governor of Our said Colony
or of such persons as may for the time being
be charged with the Government thereof, and
also that you execute the said office in your
own person except in case of sickness or
other incapacity and do in all other matters
and things perform the duties thereof in a
discreet and orderly manner.

In testimony whereof we have caused
these Our letters to be made patent and to be
sealed with the public seal of Our Colony
aforesaid.
Witness Our trusty and well-beloved Matthew
Nathan, Knight Commander of the Most Dis-
tinguished Order of St. Michael and St. George,
Governor and Commander in Chief of the
Colony of Hongkong and its Dependencies and
Vice-Admiral of the same.

This 23rd day of May in the year of Our
Lord 1905, and in the fifth year of Our reign.
By Command
(Sd.) F. H. May,
Colonial Secretary.

The Attorney-General then said:—"May I
please you, my Lord, I take this opportunity
on the occasion of your Lordship first taking
your seat in this Court to offer to your Lord-
ship, on behalf of the Bar of this Colony and
expressing the sentiments of the solicitors of
the Supreme Court, hearty congratulations
upon the high honour which His Majesty the
King has been pleased to confer upon you in
the office of Chief Justice of so important a
Colony as Hongkong—one of the greatest com-
mercial centres of the Empire. My Lord, your
name will now be added to a long roll of dis-
tinguished judges who, by their legal learning,
added to the fact of independent administration
of justice in this Colony in the past, have pre-
served the great traditions of the English race.
It is not questioned that the addition of your
Lordship's name to that roll will add lustre
thereto. My Lord, it is a matter of great satis-
faction to me to be able to state without reserve
that the relations which exist between the Bench
and the Bar of this Colony are of a most happy
description, and I need not say to your Lordship
how important that factor is to the adminis-
tration of justice in this Court. Your Lordship
will find that the Bar is, as it should be, ever jealous
of its privileges, fearless and independent in
the assertion of its rights and the interests en-
trusted to it, while, at the same time, ever
ready to give and do obedience and reverence
to the considered rulings and judgments which
your Lordship will give in this Court. My Lord,
I can only repeat our welcome to your Lordship
and trust you may be afforded health and
strength long to uphold the high office which
has been entrusted to your Lordship.
The Chief Justice said:—"Mr. Attorney, mem-
bers of the Bar—A few days ago when I landed
in this Colony you were happy to extend to me
a cordial welcome, very Eastern in its
character. To-day we meet for the first time
in Court and you welcome me officially,
in words of like courtesy. I thank you very
much for this expression of your good-will and
I need hardly say that I reciprocate it most
heartily. You have been pleased to say that
in your opinion I have succeeded a number of
illustrious men who have sat in this Court be-
fore me. I have, it is true, done a certain
amount of work which, if it has any merit at
all, has assisted in bringing the among you
so far as our relations are concerned, I feel
assured they will be perfectly friendly. In a colony
where I spent a great many very arduous
and not unhappy years I have never failed
to endeavour to impress upon all those
who came within my sphere of influence the
absolute necessity of maintaining the
traditions of the Bar of England, on
which traditions the well-being of the commu-
nity in a large measure depends. In Mauritius
I have met always with the loyal co-operation
of the Bar, and I feel sure it will be the same
in Hongkong. Speaking of my own
knowledge of the Bar of Hongkong, it will be
so. Gentlemen, we begin our joint labours
with mutual expectation of good-will. I trust
that no act or word of mine will ever mar
or in any way militate against these good
feelings."

MACAO AND THE
BALTICERS.

S.S. "CACILIE" IN THE
ROADSTEAD.
SUSPECTED VESSEL IN PORTUGUESE
WATERS.

[From Our Special Correspondent.]

Macao, 24th May, 10 p.m.

Generally forgotten in the waning glory of a
once great Colonial Empire, belonging to that
Kingdom that claims the distinction of the
most ancient alliance with Great Britain of all
the countries of the West, Macao, which hugs
the coast of Southern China, is remembered
only as the first European settlement in China,
and in the history of literature as the venerated
spot wherein the great epic poet of
Portugal, found inspiration for portions of the
immortalized *Lusadas*. During the present
struggle in North China that is convulsing two
of the great nations of the East and the West,
little did people imagine that tranquil Macao
would come into prominence as a point of vantage
whence, it is surmised, vessels, destined
(as they presumably are) for one or other of
the belligerents, will seek the hospitality of its
neutral shores preparatory to fulfilling the
mission they have been fitted to carry out.
Such, however, is the case; and although
Macao might be vaguely known as some spot
in the world over which King Carlos exercises
his sovereignty, with most people in Europe
and America its exact position will not be
located without some geographical reference.

THE ARRIVAL OF THE "CACILIE."

It will be remembered that upon the first in-
stigation of the approach of Admiral Rodde-
ven's fleet in China waters, the Portuguese
cruiser *Adamastor* set out from her anchorage
in Yumai, Hongkong, and proceeded to Macao,
where she lies anchored in the roadstead, some
seven miles or so from these shores, not far
from Lady Franklin Rock eastward of the
island of Taipa. To the *Adamastor* was en-
trusted the duty of maintaining neutrality in
Portuguese territorial waters. By the ordinary
man in the street, it never did appear that
there would ever be the necessity for her to
fulfil her mission. I must confess that I shared
the belief in common with the incredulous
that Macao's territorial waters would at any
time harbour even a single vessel of the
belligerent powers or such that might be com-
monly believed to be interested in the doings
of either Russia or Japan. Yesterday, however,
the delusion was dispelled when the uncommon
sight was witnessed of a foreign merchant
vessel dropping anchor opposite Praia Grande,
to the east of Taipa and almost midway
between Kiangling Point and the sm. 11 island
named in the Admiralty chart Cheung-chau-si.
She was at once made the object of at-
tention from people ashore. The vessel
was flying the German flag; but her
long colours were undiscernible by the glass
at the distance that she was lying from the
shore. At the fore-top-mast the stranger flew
a white flag, with an indistinguishable design
in the centre. Her hull yesterday afternoon
was painted black, with funnel of the same
colour, and the vessel carried two masts. She
was tolerably well loaded and was deeper in
the water at low tide than at high.

THE "CACILIE" DONS A DRAB COATING.

By forenoon to-day the outward appearance
of the *Cacilie* had undergone a change; her
black hull had received a coating of dull grey,
probably during the previous night or in the
small hours of this morning. Her arrival was
duly reported to the Harbour Office, the fol-
lowing particulars concerning the vessel being
furnished officially:—"Arrived on the 25th
May, 1905, German steamer *Cacilie*, (late
Wuchang); Paul Rimmers, master; from Tsing-
tau, crew, 40; tonnage, 1,200 tons. Calls for
provisions." Her agents or consignees are be-
lieved to be Messrs. F. Blackhead & Co., of
Hongkong.

PORTUGUESE NEUTRALITY.

While the Portuguese Government will hail
with considerable satisfaction the appearance
of any bona-fide trader in Macao waters, I have
reason to believe that the appearance of the
Cacilie here at this stage of affairs has aroused
considerable speculation and even suspicion.
The vessel would, in the ordinary course exer-
cised by a neutral Government anxious to
maintain the inviolability of their territorial
waters, be placed under benevolent surveillance.
It will be taken for granted that the high officials
of Macao will see to it that no breach of neu-
trality is committed by the *Cacilie*, or for the
matter of that by any vessel that may furnish
sufficient ground to justify suspicion being
aroused concerning her.

A THREE DAYS' STAY.

Under present arrangements I am informed
that the *Cacilie* intends to remain in port (or
rather at the roadstead) for three days only.
Meanwhile she has requisitioned for the fol-
lowing supplies from Macao, which will be de-
patched by junk to her:—100 lbs. beef; 40 lbs.
pork, potatoes and fresh vegetables, 2,000 lbs.
of ice, and fresh water.

In connection with the above account of the
appearance of the *Wuchang* in Macao waters,
it will be seen that the *Shanhai*, native
official distrust of the projected movement of
the vessel from the northern port was not
without foundation. It is reprinted on Tuesday
a report from a Shanghai vernacular paper which
states that "the *Taotai* has received an intima-
tion that the *Wuchang* and *Shanhai* have
taken an extensive quantity of coal on board
supposed to be for the Russian Fleet. Mr.
Hobson, the Commissioner of the Imperial
Maritime Customs, in reply to the *Taotai*'s
inquiry wrote that the *Wuchang* belonged
formerly to Messrs. Butterfield and Swire, who
had sold her, and converted her into a German
press-boat. She is now being managed by a
French agent. She has 700 tons of coal, which
is required to take her to Hongkong. The *Wuchang*
shows no signs of moving. On receipt
of this report Yuan-tai inquired why, as the
Wuchang was a British vessel, was she
feeling."

German flag used, and why was she managed
by a French agent. The *Taotai* asked from
Mr. Hobson further explanations on these
points. It is reported that the *Wuchang*
has really been sold by Messrs. Butterfield and
Swire for Tls. 170,000. All these incidents
have been duly reported by the *Taotai* to the
Viceroy of Nanking and the Wai Yu-pu."

ANOTHER STRANGE ARRIVAL.

Late this afternoon just as the sun was going
down beneath the horizon, I discerned plainly
with my marine binoculars a very large ocean
steamer, all white with yellow funnel, lying at
anchor in the distant offing. As far as I could
make out the vessel was distant some fifteen
miles from Macao. As night approached other
vessels of a drab-grey colour, approached the
first-named one. What they were and how
many there were I hesitate to hazard a guess.
This much I would affirm, however, that the
first vessel riding at anchor and which was
observed earlier in the evening had all the
appearance of one of the first-class Hamburg-
America liners. I don't go the length of
surmising that she might be one of the scouts.
But the appearance of such a boat in these
regions, and at the present stage of the political
situation, with special reference to the
movement of the Russian Naval Squadron,
furnishes ample material for justifiable specu-
lation.

THE FLEET OF PROVISIONING JUNKS.

It is my pleasure to be able to confirm to
you your first and exclusive report of the pre-
sence of the fleet of provisioning junks in the
vicinity of St. John's Cape. A well connected
narrative was related to me to-day by Capt.
Armando Pereira of the Portuguese steamer
Ilchikang, who sighted the junks about 300 in
number in the neighbourhood of Funglai.
This same skipper sighted a squadron at about
12.30 p.m. on 22nd inst. when his vessel was
in 13°58' E. long. and 20°40' N. lat. He could
not make out the nationality of the vessels
which were too far distant. There were ten or
twelve of them; they appeared to steer a course
E. by N.

Macao, 25th May, 6.30 a.m.

NO FRESH DEVELOPMENTS.

At an early hour this morning I watched to
see if any later developments had arisen since
writing last night. From a favourable position
on the waterfront I scanned the horizon with
my glasses, but failed to discover any new
arrivals of deep-draught steamers in the
roadstead. Two Kwang-chow-wan steamers
were just then steaming in; one I recognised to
be the Portuguese s.s. *Alfaca*, and the other is a
smaller vessel identical in size and build with
s.s. *Domitio*. I hope to board these fresh
arrivals later and will flash over the wires any
communication of importance that may be got
from them.

The *Cacilie* is still in the position reported
yesterday, and the *Adamastor* rides at anchor
within a mile or so of the eastward. Nothing
more could be made out of the large white
steamer reported in my letter of last night.
Either she has left or the haze screened her
from view at this distance.

The appearance of the *Balticers* in this
neighbourhood was freely discussed in the
more enlightened circles yesterday, and many
were those who watched the sea, in the hope
of discerning the fleet, from their verandahs on
the waterfront. In conversation with a gentle-
man in a high position on whom I called
yesterday, he informed me that in the fore-
noon he observed with his binoculars a great
number of masts as of a large fleet of big
vessels some fifteen miles or so in the eastern
horizon. He would not be positive that they
were any portion of the Russian Squadron, but
he shouldn't wonder if they were. I may
mention that the gentleman referred to once
held a high position in the Navy.

The U.S.S. *Collas* is in port.

AN EXPLANATION.

Baron Krieglstein, special war correspondent
of the *Deutscher Volks-Zeitung*, writes to us with
regard to the telegram appearing in our issue
yesterday evening concerning the arrival of the
Cacilie off Macao. He says that his ship is by
no means mysterious and proceeds as follows:—
Having been captured in the battle of Mou-
den by the Japanese I was staying at Tokio
when Rodjstvensky appeared and I suddenly
resolved to charter a boat for the purpose of
viewing the naval operations. This was very
well known at Yokohama by the Japanese au-
thorities. But as I could not settle an arrange-
ment in Japan I went to Simsbati. Again
I spoke freely of my plans and cleared there
without any difficulties.

I am very well known both by the Japanese
and the Russian authorities and there is no
mystery whatever in my doings.

The *Cacilie* is to be painted white so that
she may not be mistaken for a collier or a con-
traband vessel.

I was imprisoned last year by the
Russians as a Japanese spy and now the
Japanese papers intimate that I might be a
Russian spy. This is the awful fate of a much
moving correspondent. But what may be per-
mitted to the belligerents should not be written
by a newspaperman belonging to a neutral
power, who knows very well the difficulties of
the profession.

It was stated in Macao yesterday that the
Kiangling, on her arrival from Canton,
reported having sighted three Russian scouts.

Captain Tortorose, of the s.s. *Premier*,
which arrived in harbour this morning with a
cargo of rice from Saigon, reports that when
he left, there were about 60 transports in
Saigon River. Half of them appeared to be
discharged and the other half loaded. There
were also three colliers with their coal adre,
and on one of which the first seemed to have a
good hold.

SHIPPING AND MAILS.

MAJIA DIUK.
French (Calcutta) 29th inst.
Indian (Calcutta) 29th inst.
German (Prinz Seitzung) 29th inst.
American (Korea) and prom.
Indian (Nagasaki) 30th inst.
German (Hulkah) 30th inst.
The *Apar Co's* *K. Calcutta* after from
Calcutta left Singapore for Hongkong yester-
day morning, and may be expected here on the
29th inst.

TELEGRAM.

(Reviewers.)

Colonial Preference.
SCENE IN THE COMMONS.

LONDON, 23rd May.

Sir Henry Campbell Bannerman moved an adjournment of the House to draw attention to a statement of Mr. Balfour's that the question of Colonial preference might be submitted to a Colonial conference in 1906.

Sir Henry maintained that this was inconsistent with Mr. Balfour's Edinburgh proposals and subsequent pledges, and that it involved two general elections, the first on the question of a Colonial conference, and the second on a conference of the decisions that the policy was to safeguard a sudden change.

A scene, unparalleled in the House followed, and lasted an hour, and the Deputy Speaker was finally obliged to adjourn without putting the question.

LEGISLATIVE COUNCIL.

SHORT SESSION OPENED.

A meeting of the Legislative Council was held this afternoon. Present: His Excellency the Governor, Major Sir Matthew Nathan K.C.M.G., R.N., Major General Villiers Hutton, (General Officer Commanding), Hon. Mr. F. H. May, C.M.G. (Colonial Secretary), Hon. Mr. L. A. M. Johnston (Colonial Treasurer), Hon. Sir H. Spencer Berkeley (Attorney General), Hon. Capt. L. A. W. Barnes-Lawrence, R.N. (Harbour Master), Hon. Mr. W. Chatham, (Director of Public Works), Hon. Mr. A. W. Brewin (Registrar-General), Hon. Sir C. P. Chater, C.M.G., Hon. Dr. Ho Kai, C.M.G., Hon. Mr. Gershom Stewart, Hon. Mr. C. W. Dickson, Hon. Mr. R. Sheehan, Hon. Mr. Wei Yuk, and Mr. A. G. M. Fletcher (Clerk of Councils).

MINUTES.

The minutes of the last meeting were read and confirmed.

THE GOVERNOR'S ADDRESS.

His Excellency the Governor said:—Gentlemen,—It has become necessary to open a short session of the Council to deal with certain financial business, and to add to the Statute Book four Ordinances. The most important financial matter is a vote for the equivalent in dollars of £16,023, due to the Imperial Post Office as arrears of mail subsidy to the P. and O. S. N. Co. for the seven years ending the 31st January, 1905. These arrears have been the subject of correspondence, that has gone on for the last 8½ years. Of this correspondence all the important documents are printed as appendices to Financial Minute No. 13, which I have drawn up to summarise it. You will see that this Government conceded to the questions in dispute being put before an independent arbitrator and that its case together with the cases of the other Eastern Colonies were carefully presented to him by the Colonial Office after consultation with the Colonies. In these circumstances the Colony should accept the award which has resulted, when certain accounts are brought up to the 31st of January last, in an additional payment at the rate of £4,749 per annum for the last seven years.

THE P. & O. SUBSIDY.

The subsidy to the P. and O. S. N. Co. has been raised by £10,000 for the 3 years of the extended contract which terminates on the 31st January, 1908. The contribution of Hongkong to the subsidy thus raised will be £12,528 per annum against £12,170 the amount that will have been paid after the settlement and against £4,500 paid pending the settlement, for the preceding seven years. I would point out to you that from the apparent additions of £5,670 for the last seven years, and £6,029 for the next three years, have to be deducted amounts of between £3,000 and £4,000 that have hitherto been paid for sea postage in addition to the provisional subsidy. Financial Minute No. 5 provides for the increase from the 1st February to the end of the year. You will observe from Financial Minute No. 11 that provision is made for lighting the Peak as promised to the Council at their last meeting. It is proposed to meet the expenditure incurred in maintaining the lights by an addition to the rates. The necessity for the expenditure represented in the remaining financial minutes will be explained to you in Finance Committee.

NEW TERRITORIES LAND.

Of the four bills which appear in the Order of the Day for first reading, the first is the most important. It has been drafted with a view to enabling land owners in the New Territories to be registered and lands to be conveyed, mortgaged and released from mortgage by simpler processes than are possible under the existing law of the Colony. It also enables the Land Officer to decide questions relating to land in a summary way. The necessity for these provisions will be realised when it is remembered that in the small cultivated area in the New Territories, hardly more than 40,000 acres in extent, there are over 350,000 separate lots held under the Crown Leases, which I have recently issued, to confer appropriate titles on individual owners and managers of clans, families or tongas. I am satisfied that the small peasant proprietors will appreciate machinery which will enable disputes about their fields to be promptly settled on the spot. At the same time it is possible that lands may pass into the hands of persons who would prefer that they should be dealt with under the ordinary law of the Colony, and provision is made in the Bill for their being so dealt with. The Bill to amend the Sugar Convention Ordinance 1904 has been drafted mainly to meet a suggestion which was brought forward but not pressed

when the principal Ordinance was before the Council, to allow the importation of bounty-fed sugar in transit.

DESTITUTE EUROPEANS.

You are aware, gentlemen, that the question of destitute Europeans has of late been the subject of considerable discussion in this Colony. The nuisance of vagrants is one that we can hardly hope to do away with altogether, but the Government believe that certain improvements in the methods of dealing with them can be effected: first, by making other arrangements in sending them to the House of Detention for Destitute Seamen who are believed to be thus destitute through no fault of their own; secondly, by making more rigorous the treatment of vagrants in the House of Detention; thirdly, by discouraging the landing of men in the Colony likely to become destitute within a very short time of their arrival there. Arrangements have been made with a Benevolent Society in the Colony and with the authorities of the Sailors' Home with regard to the first of these matters. The 2nd and 3rd are dealt with in the Bill before you. I do not propose to proceed to-day with the fourth Bill that appears on the Order of the Day.

THE CANTON RAILROAD.

Gentlemen, since we last met negotiations have been opened at Peking with the Chinese Government for an Agreement for the joint working of a railway line of 4½ miles from Canton with one from Kowloon to the frontier of the New Territories. It is proposed that this Agreement should be on the lines of one concluded by the Colonial Office on behalf of this Government with the British and China Corporation. Before any agreement with the Chinese Government is made binding on that of Hongkong it will be submitted to you. You will doubtless be glad to learn in the meantime that a party of surveyors engaged to locate the line within British territory left England on the 12th of May. (Applause.) Among other matters that are of necessity occupying the attention of the Government at the present time are questions of neutrality arising from the state of war which unfortunately still exists between their Majesties the Emperors of Russia and Japan. This Government adheres and will continue to adhere rigidly to the proclamation of neutrality issued by Mr. May on the 12th February, 1904.

PLAGUE.

In conclusion, it is with some satisfaction that I call your attention to the fact that so far the visitation of plague this year has been a mild one. I am not prepared to say that this comparative immunity, which we pray God may continue, is entirely or even mainly due to the sanitary measures taken by the Government and by the Chinese community in concert with the Government. But it is noteworthy that there has been during the last six years a diminution year by year in the general death rate of the Colony which in 1901 was the lowest recorded. (Applause.)

FINANCE.

The Colonial Secretary brought forward Financial Minutes (Nos. 4 to 14), and moved that they be referred to the Finance Committee. The Colonial Treasurer seconded, and the motion was carried.

The Colonial Secretary moved that the report of the Finance Committee (No. 1) be adopted. The Colonial Treasurer seconded.

OPIUM DIVANS.

The Colonial Secretary moved that an addition to the by-laws with reference to divans—made by the Sanitary Board—be approved. The Colonial Treasurer seconded.

CARRIED.

PAPERS.

The Hon. Colonial Secretary laid on the table the reports of the Medical Officer of Health, the Sanitary Surveyor, and the Colonial Veterinary Surgeon, the P.O. Office, Registrar of the Supreme Court, Po Leung Kuk, Tung Wa Hospital, P.O.M.O., J.W., Botanical and Agricultural Department, Registrar-General, Victoria Gaol, Superintendent of Police, and the Fire Brigade, for the year 1904; also correspondence relating to the Eastern Mail Service, report on the health and sanitary condition of the Colony for 1904, report on the work of the Land Court from 1900 to 1905, and financial returns for 1904.

CHAIRS AND CHAIR COOLIES.

The Hon. Mr. Gershom Stewart asked—As the public continually find great difficulty in getting chairs whenever it comes on to rain, will the Government provide shelter for the coolies at various important points and pass some regulations to prevent them from deserting their chairs with impunity and leaving them lying in the public road without bearings?

The Hon. Colonial Secretary replied:—The answer to the first part of the question is—Yes. The answer to the second part of the question is—The police can and will deal with such cases according to instructions.

TRANSFER OF NEW TERRITORY LAND.

The Hon. Attorney General proposed the first reading of a bill entitled An Ordinance to facilitate the transfer of land in the New Territories and for settling disputes in respect thereof and other purposes.

It is pointed out that the object of this measure is to facilitate dealings with land in the New Territories, by providing short forms of conveyance, and by establishing District Land Offices, and by conferring on the Land Officer jurisdiction to decide in a summary way all questions regarding land, subject to appeal to the Supreme Court. As some owners in the New Territories will probably prefer to hold under the usual law of the Colony, and have acquired their land in the belief that they would do so, it is proposed that the Governor should have power to exempt any particular lots from the operation of the Ordinance.

The Hon. Colonial Secretary seconded, and the Bill was read a first time.

Mr. Sheehan—I do not wish to raise a discussion on the matter at this stage, but I think sub-section 4 of clause 1 violates the whole of this Bill.

The Attorney General—That is a question which will be dealt with at the second reading.

THE SUGAR CONVENTION.

The Hon. Attorney General proposed the first reading of a bill entitled An Ordinance to amend the Sugar Convention Ordinance, 1904. The object of this measure is to allow the importation of such sugar as is not bounty-fed from countries where other sugar is bounty-fed; and to except from the operation of section 2 of Ordinance No. 14 of 1904 sugar in transit, which is to be controlled by special regulations. The Hon. Colonial Secretary seconded.

The Bill was read a first time.

THE VAGRANCY ORDINANCE.

The Hon. Attorney General proposed the first reading of a bill entitled An Ordinance to amend the Vagrancy Ordinance, 1897. It is pointed out that the object of this measure is to reduce the evil of the vagrancy of able-bodied men in this colony. It is considered that the conditions under which vagrants are at present lodged in the House of Detention are not such as to discourage their resorting to Hongkong from other places, and a somewhat more rigorous treatment is proposed. It has also been found that section 22 of the Vagrancy Ordinance fails, in its present form, to accomplish its purpose. On the one hand the section leaves the shipmaster in doubt as to the extent of the "means of subsistence" whereof he is to require proof; and on the other hand the possession, at the time of landing, of a trifling sum by a person who is practically destitute, and who becomes a public charge immediately afterwards, may exclude the operation of the section. It is therefore proposed, in effect, to define "means of subsistence" as being not less than some stated amount, say fifty dollars.

The Hon. Colonial Secretary seconded.

The Council adjourned until Thursday next.

FINANCE COMMITTEE.

A meeting of the Finance Committee was then held under the presidency of the Colonial Secretary, when the following financial votes were recommended for the adoption of the Council:—

THE STAMP OFFICE.
A sum of \$870 in aid of the vote Stamp Office, other charges, cost of adhesive stamps, &c., for the year 1904.

EASTERN MAIL SERVICE.
A sum of \$5,526 11s. 8d. being the difference between the contribution of Hongkong towards the Eastern Mail Service for 11 months from 1st February, 1905, at the rate of £12,529 per annum in accordance with the award of Lord Balfour of Burleigh and a contribution for the same period at the rate of £6,500 per annum as voted in the estimates for the current year.

Hon. Mr. Dickson—As the Government has committed itself to this expenditure it seems hardly worth while to refer to it, but I would point out that according to these figures Hongkong pays 3½ per cent per sea mile, while the Straits Settlements only pays 2½ per sea mile and Ceylon 2½. That is to say, Hongkong pays 40 per cent more than the Straits Settlements for the sea carriage of its mails.

The Colonial Secretary—The arbitrator himself points out that it is impossible to come to any thoroughly logical conclusion as to the apportionment of the cost. Of course, being at the farthest end of the line I am afraid we have to pay more. That is one of the disadvantages of our somewhat isolated position.

Hon. Mr. Gershom Stewart—Do Shanghai and Yokohama come into the list?

The Colonial Secretary—The line between Hongkong and Shanghai is entirely paid for by the Imperial Government. It is one of those circumstances which explains how Shanghai is able to do things so very cheaply. You will notice for instance that on the page showing how the cost is divided up, the different sections are shown. The next item to Singapore—Hongkong is Hongkong—Shanghai £15,000, which is entirely debited to the United Kingdom. I entirely agree that Shanghai ought to pay something but there is no way apparently of securing that result. It was assumed at the beginning of the correspondence that we were to be debited with some portion of the cost of the section between Hongkong and Shanghai, but it appears that we are not charged with any portion of the cost of that section.

LIGHTHOUSE REQUIREMENTS.

A sum of \$4,000 in aid of the vote Harbour Master's Department—lighthouses, Gap Rock and Waglan Island, other charges—for gunpowder charges and tubes for fog signalling guns.

NEW RIFLE RANGE.

A sum of \$3,600 at 18s. £300 in aid of the vote Public Works—Extraordinary, for improving new rifle ranges at Kowloon City.

JUDICIAL AND LEGAL EXPENSES.
A sum of \$90 in aid of the vote Judicial and Legal Departments, Land Registry Office, other charges, for the following items:—

Furniture and fittings for Official Receiver's Office \$300
Rent of Official Receiver's Office for eight months from 1st May, 1905, at \$75 per month 600

..... \$900

MILITARY ITEMS.

A sum of \$1,166 at 18s. £97.4.0 in aid of the vote Military—Expenditure, expenses of volunteers, other charges, for 60 short 303 Rifles.

POST OFFICE.
A sum of \$3,931.00 in aid of the vote Post Office, personal emoluments, for the following items:—

Hongkong.—From 1st May to 31st December, 1905.
5 clerks at \$85 each per annum, = \$4,250
Do, allowance for extra work at \$15 each per annum, = 375
1 shroff at \$85 per annum, = 85
2 postmen at \$120 each per annum, = 240
Do, allowance for extra work at \$15 each per annum, = 30
Do, lodging allowance at \$24 each per annum, = 240

..... \$4,965

Shanghai.—From 1st January to 31st December, 1905.
1 clerk at \$60 each, = \$60
Do, allowance for extra work at \$15 each, = 15
at \$150 each = 150
Total, = \$265

..... \$530

LIGHTS.
A sum of \$6,550 in aid of the vote Public Works recurrent and extraordinary:—

Public Works Recurrent.
Maintenance of gas lamps for 3 months, \$1,050
Public Works Extraordinary.
Lighting of the Peak Roads, \$5,500
Total, \$6,550

PUBLIC WORKS.
A sum of \$44,793 in aid of the votes Public Works Annually Recurrent Expenditure and Public Works Extraordinary, for the following items:—

Maintenance of telegraphs, \$7,600
Public Works Extraordinary.
Disinfecting Station, Kowloon, 2,800
Gunpowder depot, Green Island, 34,393
Total, \$44,793

HARBOUR DEPARTMENT.
A sum of \$810 in aid of the vote Harbour Master's Department, personal emoluments, for salary of an additional clerk, and increased salaries of clerks from 10th May to 31st December, 1905.
The meeting then terminated.

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1 clerk at \$60 each, = \$60
Do, allowance for extra work at \$15 each, = 15
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CAGED WITH COOLIES.

BRITISHERS' TREATMENT IN HONGKONG.

HOW MEN OF AN IMPERIAL RACE FARE IN MANILA.

Under these elaborate headlines a home journal deals with a subject which was taken up by the *Hongkong Telegraph* several months since. The paper states:—

"The Colonial Office is at present, so we understand, investigating an extraordinary story concerning two English platelayers, who at the close of last year were under contract at £4 a week to cater upon duties connected with the construction of a new railway in Manila.

The contract was signed by representatives of the company holding the concession; and it is stated that a considerable sum of money was paid in advance.

Upon the arrival of the Englishmen at the works, the manager is said to have been "annoyed" by the fact that more men had been sent from England. The American workmen already on the spot were more emphatic, and the "Britishers" had to face revolvers.

"A BULLET WILL STOP YOU."

"Even if the manager let you commence work—a bullet will stop you."

The two Englishmen, Victor Charles Rae, the son of an English pilot, and his companion shared hardships until they were almost penniless, and from Manila they made their way to Hongkong. After weeks of suffering they found the English Consul, (Colonial Secretary?) who sent them to the Sailors' Home. There they were made prisoners in the common goal, in company with Chinese coolies and the scum of Asiatic humanity.

[The writer was misinformed on this point, the men first being sent to the House of Detention—Ed., H.K.T.]

"They were simply thrown into prison," said the mother of Victor Rae the other day to a representative of the journal. "Think! My boy, decently brought up and educated, a teetotaler all his life, he was stripped, in company with Chinese coolies, and in a field prison he remained for a month. He, without any hope, and we at home without any knowledge of his whereabouts. Because, don't you see," the mother broke down, "we were expecting to hear from him at that time."

VACCINATED AGAINST HIS WISH.

"The worst of it all is that he was vaccinated entirely against his wish. He's away to-day, but if you could see the scars you might think that he had been vaccinated by means of a pickaxe!"

"For at least a month my boy—he's only 23 now—had to be in prison with coolies and criminals, and then some kindly Englishmen not only managed to secure his release, but subscribed sufficient money to pay his and his companion's passage home—Forty pounds a-piece," said Mrs. Rae—"money not to be picked up in a day. And the fact that Englishmen in Hongkong were kind enough to subscribe it!" The grey-haired woman sobbed quietly, and then said, amid her tears, "I can't tell you how grateful I am. My son has come to me."

"I can do little. Can you in any way let them know in Hongkong how I thank God for their kindness?"

It is understood that one of the many awkward questions now before Parliament is one concerning the treatment of British sailors in China, especially at Hongkong.

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.
London—Bank T.T. 110 1/16
Do, demand 110 1/16
Do, 4 months' sight 110 1/16
France—Bank T.T. 237 1/2
America—Bank T.T. 100 1/2
Germany—Bank T.T. 100 1/2
India T.T. 14 1/2
Do, demand 14 1/2
Hongkong—Bank T.T. 7 1/2
Japan—Bank T.T. 99 1/2
Siam—Bank T.T. 99 1/2

Buying.
4 months' sight L/C 111 1/2
6 months' sight L/C 112 1/2
90 days' sight San Francisco & New York 46 1/2
4 months' sight 47 1/2
30 days' sight Sydney and Melbourne 11 1/2
4 months' sight France 24 1/2
6 months' sight 25 1/2
4 months' sight Germany 100 1/2
Bar Silver 77 5/8
Bank of England rate 25 1/2
Sovereigns 104 1/2

OPUM QUOTATIONS.
To-day's quotations are as follow:—
Malwa New @ 1,140
Old @ 1,180
Older @ 1,230/1,260
Oldest @ 1,340
Haina New @ 1,170
Haina Old @ 1,080
Haina Oldest @ 780/810

To-day's Advertisements.

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that HERBERT VON MEISTER of Hoechst-on-main, Germany, has on the 20th day of May, 1905, applied for the Registration, in Hongkong, in the REGISTER OF TRADE MARKS, of the following Trade Marks:—

1.—The representation of a Cash and on the Cash a Lion with a Shield and on the Shield the letters M. L. & B. and on another part of the Cash the Chinese characters 坑耳唯普法 being the Chinese firm name of the Applicant and 德商 the Chinese for a pure.

2.—A Trade Mark as a series consisting of the Representation of a Lion with a Shield bearing the letters M. L. & B. and having one or more Stars according to the quality of the Goods.

in the name of FARBWERKE VORM MEISTER LUCIUS AND BRUNING, who claim to be the proprietors thereof.

The Trade Mark has been used by the applicants in respect of the following goods:—
Mineral Dyes in Class One.
Facilities of the Trade Marks can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 25th day of May, 1905.

DENNYS & ROWLEY,
Solicitors for the Applicants.

PUBLIC AUCTION.

BY ORDER OF THE MORTGAGEE,
of
VALUABLE LEASEHOLD
PROPERTY,
situate at Caine Road, Victoria, Hongkong,
ON
THURSDAY,
the 1st June, 1905, at 3 P.M.,
by
Mr. GEO. P. LAMBERT, Auctioneer,
at his Sales Rooms, Duddell Street.

[5]

THE PREMISES ARE REGISTERED IN THE LAND OFFICE AS SECTION A OF INLAND LOT NO. 423 AND SECTION A OF INLAND LOT NO. 523 WITH THE MESSAGE AND BUILDINGS THEREON, known as "DINDER," No. 51, Caine Road, and contain the whole 29,138 square feet and are held from the Crown for the residues of the respective terms of 999 years. Annual Crown Rent \$76.65.

For further particulars and conditions of sale, apply to—

EWENS & HARTON,
Solicitors for the Mortgagee,
or to
GEO. P. LAMBERT,
Auctioneer.

Hongkong, 25th May, 1905. [594]

THE "STAR" FERRY COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the SEVENTH ANNUAL ORDINARY MEETING of the Company will be held at the City Hall, on SATURDAY, the 27th inst., at 12.15 P.M., for the purpose of receiving the report of the Directors, together with a Statement of Accounts to 30th April, 1905.

The REGISTER OF SHARES will be CLOSED from SATURDAY, the 20th inst., to SATURDAY, the 27th inst., both days inclusive.

EDWARD OSBORNE,
Secretary.

Hongkong, 16th April, 1905. [591]

WOODCOCK.

FROZEN WOODCOCK,

VERY FINE BIRDS.

75 CENTS EACH.

THE DAIRY FARM CO., LIMITED,

WYNDHAM STREET.

Hongkong, 25th May, 1905. [45]

FROM HAMBURG, BREMEN, ROTTERDAM, ANTWERP, PENANG AND SINGAPORE.

THE H. A. L. Steamship

"ABERLOUR."

Captain Barnett, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded, unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st June will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 1st June, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE,

Hongkong Office.

Hongkong, 25th May, 1905. [592]

Estimations.
SPECIAL SALE
AT
ROBINSON'S
OF
PIANOS, PIANOLAS
MUSIC AND MUSICAL INSTRUMENTS
PREVIOUS TO REMOVAL.

GUARANTEED NEW INSTRUMENTS BY ANY ENGLISH MAKER

WILL BE SUPPLIED AT LONDON PRICES.

UNLOVELY "WOMAN"

WHY THE WORD "LADY" IS PREFERRED.

In his speech at the County School for Girls at Hong Kong, Lord Kintyre drew attention to the curious partiality of the feminine mind for the word "lady." Perhaps, he suggested, the word "woman" had become out of date, but he considered this a pity, as there was nothing discourteous in it. The word "lady" did not stand for purity, kindness, and affection as "woman" did.

There is, however, a subtle charm which it is difficult either to analyse or explain about "lady." It appears to afford special attractions to those members of the fair sex who serve in the large millinery and drapery establishments. At one large London house, where one of our representatives made inquiries, he was informed that the unwritten law on the subject is merely the outcome of a custom. It originated in no specific request on the part of the "young ladies" to be termed such, but it was found that they smiled more sweetly on occasions when the word was used. Customers soon found it was advantageous thus to flatter them, and the management gradually adopted the practice, also. At the present time the fair assistants are always addressed collectively as "ladies," and often, when the speaker is feeling good natured, as "young ladies," although an individual is referred to as a "girl." This familiarity is not often resented, but to be designated a "young person" at once arouses ire. Curiously enough, the word "woman" is always used in connection with the word "sales."

In the colleges and universities where both sexes are educated "lady-student" is a term often used. In Scotland, however, at some places the students of the fair sex have considered the question seriously. In Aberdeen, for instance, an informal decision was arrived at that the term was an objectionable one, and down on all notice boards instructions refer only to "woman-students" at the university there.—*St. James's Gazette.*

A DUST-STORM IN INDIA.

India does nothing by halves. The terrific nature of the recent earthquake points a case. When it rains in India it rains by the month—steady, sloping downpour, with a noise like hail on a tin roof, transforming the country from an arid waste to green grass, three feet high by the end of the rainy season. When it is hot in India it is hot, bearable till ten in the morning and after five in the evening, between which hours you lie semi-nude beneath a *punkah* and sweat and sweat. When it is cold it is cold. You look back on the recent hot weather (during which you wished yourself dead every time you moved) and yearn for its return. When there is a dust-storm it—let me describe the last I remember.

Five-thirty of the afternoon, cloudless sky, burning sun, half way through the third "chukker" of a station game of polo. Very exciting, deplorably hot; not a sign of the coming holocaust.

Suddenly from the sky squalling alongside the spare ponies comes a cry of "Haneri!" At that moment "One" smacks a neat goal against a (a near-sider and a beauty). "Haneri!" comes the cry again. "Damn!" says someone, and we follow the direction of the sky's wild gesticulations.

It's a pukka *haneri* for sure. High, high overhead sweeps a drive of hawks and vultures; back of them a reddish-brown blob of cloud, spreading, flinging up in gusty spirals, advancing, even as you watch it.

You waste no time in watching. The polo ground is two miles from the club, and unless that shelter is reached before the storm takes you you'll get hurt.

Round comes your pony, in go your spurs; you jam your hat down hard, and—scot! Everything alive is, like yourself, on the run. Natives legging it towards the *hazaar*; ladies putting their "buggy" ponies at it all they know; fat babus rattling along in *ekkas*. At every house we pass the servants are dragging in chairs and tables from the verandah, bolting windows, and shutting doors.

We are nearly home, but the storm has legs of us, catches, envelops us, and next moment you are riding in darkness dark as any London fog, coughing and choking as the stinging dust whips into your face, your eyes, your nose, your mouth.

And here's the club. You swing off your pony, yell for a servant to take it, get no reply, curse your eyes for being left behind at the polo ground, catch sight of figures dashing with bottles of whisky, milk punch, soda-water, glasses, and ice from the bar in the compound to the club, persuade one in language neither soft nor kind to abandon his burden in favour of your pony—and bolt inside.

Here all is confusion and din. Doors slamming, papers and magazines blowing about, carpets billowing like clothes on a line, dust thick as smoke at a smoking concert. *Khilmogers* are lighting the lamps; by now every window is bolted, but each time the door opens to admit another wretched man in sweeps dust and wind, and out go the lights. For perhaps twenty minutes you remain in this awful atmosphere, then the wind gradually drops. The storm has passed. You go outside. In the distance you see the dust sweeping away, leaving behind it the air cool and fresh. That is a dust-storm by day. Your eyes give you fair warning of its approach. At night the only sign is the rising of the wind, and unless you immediately get up your lino and flee you may get badly hurt.

I remember dining in the mess compound (garden) about 9.30 of an evening of last week. We had arrived at the mess stage (gooseberry tart) when suddenly the tornado struck us full. Every man grabbed his plate and drink, bolted for his life to the ante-room, set his goods on the floor (the table was, of course, outside) and returned to rescue what else he could. Opposite my place had stood a jug of whisky and soda. This I took on my second journey, and, getting back with a throat like a dusty high-road, felt in the dark for a tumbler, filled it, and put away the contents at a gulp. I had collared the wrong jug. It was hock!

Shipping.

Sungkian, Br. s.s., 1,012, Pennfather, 25th May.—Amoy 23rd May, Gen.—B. & S. Hupeh, Br. s.s., 1,205, Mathias, 25th May.—Chinkiang and Wuhu 20th May, Gen.—B. & S.

Promise, Nor. s.s., 714, F. Torstensen, 25th May.—Saigon 21st May, Gen.—Aagaard & Thorsen Co.

Emma Luyken, Ger. s.s., 1,109, H. Mariens, 25th May.—Swatow 24th May, Gen.—D. L. & Co.

Aberlour, Br. s.s., 1,681, P. K. Barnett, 25th May.—Singapore 18th May, Gen.—H. A. L.

Clearances at the Harbour Office. *Charles Hardouin*, for Canton. *Hongkong*, for West River. *Shun Lee*, for West River. *San Chong*, for Canton. *Stanley Dollar*, for Kelung. *Paul Beak*, for Canton. *Macrau*, for Bangkok. *Chanwai*, for West River. *Kwongchow*, for Canton. *Feiching*, for Shanghai. *Thyng*, for Kutchinow. *Hupah*, for Canton. *Paklat*, for Bangkok. *Haining*, for Shau-ut-sung. *Changcha*, for Yokohama. *Valude*, for Palambang. *Kwongtung*, for Canton.

Departures. May 25. *Zieten*, for Shanghai, &c. *Changcha*, for Kobe. *Haitan*, for Swatow. *Macrau*, for Bangkok. *Carl Diederichsen*, for Hoihow. *Feiching*, for Shanghai. *Paklat*, for Bangkok.

Passengers arrived. None.

Passengers departed. Per *Roon*, for Hamburg, &c.—Messrs. H. Albert, M. Arima, Capt. Aronzo, Messrs. E. Barlocher, H. Banchi, Mr. and Mrs. C. S. Barff, Mr. and Mrs. N. Behr, Mrs. M. Berens, Mr. and Mrs. G. Dewley, Mrs. B. Berle and child, Mrs. E. Y. Bloch, Mrs. L. C. R. Boers, Messrs. L. Baccall, W. Bowen, A. Brodick, J. Buckley, D. Butler, Byelved, Capt. Christianen, Chua Guan Chiang, B. A. Clarke, Miss Clements, Mr. and Mrs. H. Clement and children, Mrs. A. A. Chichester, Messrs. Codwile, J. Coxhill, Rev. Eahlmann, Mrs. Ebert, Dr. and Mrs. Eckhardt and child, Messrs. Edward, R. Engel, Mrs. van der Ent and children, Mr. E. Folie, Rev. Fulton, Mr. O. Gerardi, Prof. Goltenkin, Capt. Grandt, Mrs. W. R. Green, Mrs. L. Grey, Mr. H. W. Grinberg, Mr. and Mrs. Gutcher, Mrs. R. Haas, Mr. and Mrs. H. Hageneyer and children, Mr. Hasomai, Mr. H. Hackett, Mr. Hemmer, Mr. and Mrs. A. Holz, Mr. and Mrs. Johnston, Messrs. D. A. van Kaathoven, Kamoroff, Mrs. L. H. Kessinger, Mr. H. P. Kier, Mr. and Mrs. Kirchner, Messrs. E. Kistenmacher, R. Knoll, E. Kruz, G. Kunst, Lamb, Lan Chu, Lai ung, Mr. and Mrs. Lan Kan, Messrs. Lan Lun Chan, Lee, T. T. Laurens, Dr. and Mrs. Leask, Mr. and Mrs. G. F. Leicester, Mrs. L. Leslie, Messrs. Lening Hung, R. Lico, Mrs. Lidoff, Messrs. S. N. Little, Lorse, P. Luyken, Miss G. de Maria, S. Mathews, McCormack, Dr. and Mrs. Mees, Mrs. E. Meiners and child, Mr. E. Menozzi, Mr. and Miss A. Meyer, Mrs. W. Milward and child, Mrs. Mori, Mr. Mountain, Capt. Muhl, Mr. and Mrs. J. Mys and children, Mrs. Dr. van der N. W. Neumark, Mrs. M. Nissen, Messrs. H. E. Norman, H. Oldenburg, Mr. and Mrs. Parsons, Mr. P. Pate, Mrs. J. P. Paton and child, Messrs. A. Pfeiffer, Philp, Mrs. W. P. Pfeiffer and children, Mrs. and Miss Phillips, Messrs. W. S. Qui, F. M. Rees, J. B. Reynolds, Miss Rosenstein, Mrs. B. Akai, Mrs. R. Schmidt-Schiff, A. Schultz, Miss R. M. Shauland, Capt. Shirley, W. G. H. Simonds, Messrs. G. Solari, G. Soccola, W. O. C. Spalckhaver, Mr. and Mrs. M. S. Stone, Messrs. J. Sirom and children, O. Struckmeyer, T. W. Sullivan, K. Snyatska, Swart, Miss S. Swift, T. G. Tate, R. Thomas, Capt. Toms, Mr. and Mrs. Tounonkin and children, Mr. and Mrs. Trautmann and child, Messrs. Uchida, E. R. Udell, Mrs. G. M. Wales and children, Miss A. Vasmuth, Dr. Weinhold, Messrs. H. Wendt, White, Wiseman, Wong Chi Hing, Wong Sum Ah, Mr. and Mrs. Wong Ah Yan and child, Messrs. W. A. C. Wright, Mr. and Mrs. C. T. Wright, Messrs. K. M. Yamazaki, S. Yamato, W. S. Yuen and C. Zeitz.

Steamers expected. *Yuzensang*, Br. s.s., 1,128, P. H. Rolfe, 22nd May.—Manila 19th May, Gen.—T. M. & Co. *Zafiro*, Br. s.s., 1,611, R. Rodger, 22nd May.—Manila 20th May, Gen.—S. T. & Co.

Sailing vessels. A. G. Ropes, Am. ship, 2,302, D. H. Riners, 16th Mar.—Philadelphia 16th Oct. 1904. Case Oil.—S. O. Co. Decon, Br. ship, 1,836, E. Gale, 13th May.—New York 22nd Nov. 1904. Case Oil.—S. O. Co. Travancore, Br. ship, 2,217, Harges, 30th April.—Cardiff 5th Oct. Patent Fuel.—Government.

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Macquire, Br. s.s., 2,073, St. John George, 25th April.—Mojl 21st April, Coal.—G. L. & Co.

Manchuria, Am. s.s., 8,750, J. W. Saunders, 24th May.—San Francisco 18th April, and Shanghai 21st May, Mails and Gen.—P. M. S. Co.

Mathilde, Ger. s.s., 678, A. Alderup, 11th May.—Pakhoi 7th May, and Hoihow 9th, Gen.—I. & Co.

Mercedes, Br. s.s., 2,925, J. S. McGregor, 22nd May.—Mirs Bay 22nd May.

Moonmouthshire, Br. s.s., 3,297, G. E. Warner, R.M.S., 23rd May.—London 6th April, and Singapore 17th May, Gen.—S. T. & Co.

Nippon, Aus. s.s., 3,999, Selch, 24th May.—Trieste 27th May, and Singapore 18th May, Gen.—S. T. & Co.

Queen Cristina, Br. s.s., 2,804, J. Breaks, 22nd May.—Muroran 11th May, Coal.—D. & Co. Ld.

Sirocco, Br. s.s., 2,340, G. Williamson, 13th May.—Mojl 8th May, Coal.—D. & Co. Ld.

Stanley Dollar, Br. s.s., 1,877, J. C. Bruce, 13th May.—Mojl 8th May, Coal.—A. K. & Co.

Thos. Lumbue, Br. s.s., 1,242, Blanco, 20th May.—Cardiff 14th Mar., and Colombo 1st May, Coal.—D. & Co. Ld.

Thyng, Br. s.s., 2,419, P. M. Toyn, 21st May.—Mojl 15th May, Coal.—M. B. K.

Ualwood, Nor. s.s., 1,666, Carl Anderson, 5th May.—Samarang 27th April, Sugar.—Yuen Fat Hong.

Volue, Br. s.s., 1,111, E. Holliday, 21st May.—Balik Papan 15th May, Bulk Oil.—A. K. & Co.

Yuzensang, Br. s.s., 1,128, P. H. Rolfe, 22nd May.—Manila 19th May, Gen.—T. M. & Co.

Zafiro, Br. s.s., 1,611, R. Rodger, 22nd May.—Manila 20th May, Gen.—S. T. & Co.

Sailing vessels. A. G. Ropes, Am. ship, 2,302, D. H. Riners, 16th Mar.—Philadelphia 16th Oct. 1904. Case Oil.—S. O. Co.

Decon, Br. ship, 1,836, E. Gale, 13th May.—New York 22nd Nov. 1904. Case Oil.—S. O. Co.

Travancore, Br. ship, 2,217, Harges, 30th April.—Cardiff 5th Oct. Patent Fuel.—Government.

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Baker, A. S. Beebe, K. Bingham, Mr. and Mrs. J. E. and child. Birbeck, R. G. Bisset, W. L. Bishop, L. C. Binney, S. Binney, Mrs. Binney, Miss Blair, D. K. Bolis, E. Boggan, Mr. and Mrs. Boggan, Mr. and Mrs. Bonner, E. A. Bonrwick, Mrs. R. W. Bowden, V. R. Bowdler, L. Bruce, W. Ching, H. B. Clark, Hon. Dr. Francis Clark, Mrs. W. A. Clark, T. Clegg, R. M. Eng. Lt. Olfie, C. C. Parfitt, W. Cohen, M. B. Cowdrey, A. J. Coyne, J. M. Cunningham, G. Davies, F. O. Davies, F. B. Deslille, F. B. Douglas, Capt. & Mrs. J. Dowling, Mr. and Mrs. T. C. Eddy, Mrs. A. R. Escario, Mr. and Mrs. E. Fletcher, H. Forbes, Miss Forbes, Mrs. H. French, Capt. and Mrs. C. G. French, Marion Frost, B. L. Glover, C. Grant, A. W. Graves, Mr. and Mrs. Stanley, H. L. Gray, A. B. Grose, Dr. and Mrs. F. Hall, Capt. J. Hanon, J. Harding, R. Haslett, H. J. Hebdens, S. Hicks, Miss E. T. Hill, C. J. E. Holman, Mrs. B. M. Holt, P. G. Hunt, R. M. Engineer Hutchison, Mrs. F. M. Hutchison, F. R. M. Kemp, H. H. Kerr, F. K. Karay, C.

Large, H. J. C. Lewis, A. R. Lewis, Mrs. and children. Macgregor, D. Mackay, C. H. Marriott, Dr. O. Marshall, A. P. McBroon, Mrs. W. S. McGregor, Mrs. Miller, P. L. Miller, W. G. Moody, Mrs. J. L. Moon, Mr. and Mrs. E. M. Moore, Dr. W. B. A. Morrison, Mr. and Mrs. Murray, E. H. Newington, A. G. Newton, Mr. and Mrs. H. S. Offord, Pater, Mrs. E. Olfie, C. C. Parfitt, W. Cohen, M. B. Cowdrey, A. J. Coyne, J. M. Cunningham, G. Davies, F. O. Davies, F. B. Deslille, F. B. Douglas, Capt. & Mrs. J. Dowling, Mr. and Mrs. T. C. Eddy, Mrs. A. R. Escario, Mr. and Mrs. E. Fletcher, H. Forbes, Miss Forbes, Mrs. H. French, Capt. and Mrs. C. G. French, Marion Frost, B. L. Glover, C. Grant, A. W. Graves, Mr. and Mrs. Stanley, H. L. Gray, A. B. Grose, Dr. and Mrs. F. Hall, Capt. J. Hanon, J. Harding, R. Haslett, H. J. Hebdens, S. Hicks, Miss E. T. Hill, C. J. E. Holman, Mrs. B. M. Holt, P. G. Hunt, R. M. Engineer Hutchison, Mrs. F. M. Hutchison, F. R. M. Kemp, H. H. Kerr, F. K. Karay, C.

Large, H. J. C. Lewis, A. R. Lewis, Mrs. and children. Macgregor, D. Mackay, C. H. Marriott, Dr. O. Marshall, A. P. McBroon, Mrs. W. S. McGregor, Mrs. Miller, P. L. Miller, W. G. Moody, Mrs. J. L. Moon, Mr. and Mrs. E. M. Moore, Dr. W. B. A. Morrison, Mr. and Mrs. Murray, E. H. Newington, A. G. Newton, Mr. and Mrs. H. S. Offord, Pater, Mrs. E. Olfie, C. C. Parfitt, W. Cohen, M. B. Cowdrey, A. J. Coyne, J. M. Cunningham, G. Davies, F. O. Davies, F. B. Deslille, F. B. Douglas, Capt. & Mrs. J. Dowling, Mr. and Mrs. T. C. Eddy, Mrs. A. R. Escario, Mr. and Mrs. E. Fletcher, H. Forbes, Miss Forbes, Mrs. H. French, Capt. and Mrs. C. G. French, Marion Frost, B. L. Glover, C. Grant, A. W. Graves, Mr. and Mrs. Stanley, H. L. Gray, A. B. Grose, Dr. and Mrs. F. Hall, Capt. J. Hanon, J. Harding, R. Haslett, H. J. Hebdens, S. Hicks, Miss E. T. Hill, C. J. E. Holman, Mrs. B. M. Holt, P. G. Hunt, R. M. Engineer Hutchison, Mrs. F. M. Hutchison, F. R. M. Kemp, H. H. Kerr, F. K. Karay, C.

Large, H. J. C. Lewis, A. R. Lewis, Mrs. and children. Macgregor, D. Mackay, C. H. Marriott, Dr. O. Marshall, A. P. McBroon, Mrs. W. S. McGregor, Mrs. Miller, P. L. Miller, W. G. Moody, Mrs. J. L. Moon, Mr. and Mrs. E. M. Moore, Dr. W. B. A. Morrison, Mr. and Mrs

Mails.

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, LONDON,
HAVRE, BORDEAUX,
MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "ERNEST SIMONS."

Captain Bourdon, R.N., will be despatched for
MARSEILLES on TUESDAY, the 30th
May, at 1 P.M.

Passage tickets and through Bills of Lading
issued for above ports.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—
S.S. POLYNESIESE 13th June.
S.S. CALEDONIE 27th June.
S.S. OCEANIE 11th July.

G. DE CHAMPEAUX,
Agent.

Hongkong, 17th May, 1905.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL AMERI-
CAN and SOUTH AFRICAN PORTS.)

THE Steamship.

"MALTA,"
Captain R. A. Peters, carrying His Majesty's
Mails, will be despatched from this for
BOMBAY, on SATURDAY, the 3rd June,
at Noon, taking Passengers and Cargo for the
above Ports in connection with the Company's
S.S. India, 7,911 tons, from Colombo, Passen-
gers' accommodation in which vessel is secured
before departure from Hongkong.

Silk and Valuables, all Cargo for France
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. Egypt,
due in London on the 10th July.

Parcels will be received at this Office until
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to
L. S. LEWIS,
Acting Superintendent.

Hongkong, 20th May, 1905.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
VIA

MOJI, KOBE AND YOKOHAMA.

Steamer. Tons. Captain. Sailing.

Pleasant 3,753 F.G. Purinton At June 30
Shamut 9,666 E. V. Roberts " July 12
Tremont 9,666 T. W. Garlick " Aug. 8

† Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARD.

The twin-screw S.S. Shamut and Tremont
are fitted with very superior accommodation
for first and second class passengers. The
large size of these vessels ensures steadiness
at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further Information, apply to
DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 23rd May, 1905.

For Sale.

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.

Price \$10.50 per case of 48 bottles (quarts)
or 6 doz. pints.

Special Prices for Quantities

Sole Agents:—

SIEMSEN & CO.

Hongkong, 10th January, 1905.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

\$4.50 per Cask 375 lbs. net ex Factory.

\$2.70 per Bag 250 lbs. net ex Factory.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 7th March, 1905.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL-
LERS AND WATCHMAKERS.

FASTMAN'S

KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES.
"OMEGA" is the best, "THREE YEARS"
guarantee given to every purchaser.

40, QUEEN'S ROAD,
Watson's Building.

THE WISE MAN

BUYS A "SINGER", IT'S TRUE
ECONOMY.

5 YEARS' GUARANTEE;
FREE INSTRUCTION;
EASY PAYMENTS.

It's something you need.

SHOW-ROOMS:—1, WYNDHAM STREET.
Hongkong, 25th March, 1905.

FOR SALE.

INCANDESCENT
GASOLINE
LAMPS

OF ALL DESCRIPTIONS,
from the best makers.

INCANDESCENT
MANTLES.

CHIMNEYS,
GLOBES,
SHADES, &c.,
for

GASOLINE AND GAS
LAMPS

at the most moderate
prices.

Lamps fixed up for
Buyers free of charge.

Naphtha of the best
kind kept in stock.

TAI KWONG CO.,
56, Lyndhurst Terrace.



Hongkong, 2nd May, 1904.

To Let.

TO LET.

WITH IMMEDIATE POSSESSION.

"FOREST LODGE," Caine Road.

Apply to—

H. N. MODY.

Hongkong, 4th May, 1905.

TO LET.

No. 12, KNUTSFORD TERRACE,
KOWLOON.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 4th May, 1905.

TO LET.

A BUILDING at CAUSEWAY BAY, in
present in occupation of the State
Laundry Co., Ltd.

No. 1, RIFON TERRACE.

FLATS in MORTON TERRACE, facing
Polo Ground.

OFFICES in course of erection, CON-
NAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 30th March, 1905.

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE,

DEPOT

GENERAL HOUSEHOLD

REQUISITES.

&c., &c., &c.

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.



AMATEUR WORK RECEIVES PROMPT AND CAREFUL ATTENTION,
Hongkong, 19th May, 1905.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & PORTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP	POSITION AS PER LAST REPORT	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATION
				RESERVE.	AT WORKING ACCOUNT.		
BANKS.							
Hongkong & Shanghai Banking Corporation	70,000	\$125	\$125	\$1,000,000 \$1,000,000 \$250,000	\$1,493,408	Div. of £1.10/- and bonus of £1/- ex- change 1/11 9/16=\$2.46 for second half-year 1904	\$79 1/2 London 78 1/2 \$37 buyers
National Bank of China, Limited	99,925	£7	£5	\$200,000	\$41,768	\$2 (London 3/6) for 1903	...
MARINE INSURANCES.							
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,400,000 \$1,739	\$150,494	\$17 for 1903	5 1/2 % \$315 buyers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$15	\$950,000 \$151,992 \$362,366 \$371,445	Nil.	\$4 1/2 for year ended 30.4.1904	7 1/2 % \$60 buyers
North China Insurance Company, Limited	10,000	£15	£5	Tls. 800,000	Tls. 217,119	Interim of 7/6 1904	8 % Tls. 8 1/2
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,850,000 \$20,000 \$172,740 \$893,110 \$846,773 \$700,000 \$37,794 \$1,000,000 \$218,693 \$2,241	\$2,078,997	\$35 for 1903	5 % \$695 sellers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,000,000 \$37,794	\$486,284	\$12 and \$3 special dividend for 1903	9 1/2 % \$160
FIRE INSURANCES.							
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$218,693 \$2,241	\$329,047	\$6 dividend & \$1 bonus for 1903	8 1/2 % \$86 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,201,505	\$360,372	\$34 for 1903	11 1/2 % \$300
SHIPPING, TUG AND CARGO BOATS.							
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$5,000 \$185,000 \$85,419	\$8,832	\$1 for 1904	5 % \$211 buyers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$250,000 \$500,000 \$158,444	Nil.	\$2 for year ended 30.6.1904	5 1/2 % \$35
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$150,000 \$205,000 \$100,000	\$26,160	\$1 for second half-year 1904	9 1/2 % \$27 buyers
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	\$205,000 \$100,000	£5,853	10/- for 1903 @ 1/10 5/16=\$5.378	4 1/2 % Tls. 58 buyers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 25,000 Tls. 40,000	Tls. 43,762	Tls. 2 1/2 final making Tls. 4 1/2 for 1904	8 1/2 % Tls. 47 sales
Do. (Preference)	100,000	£1	£1	£4,000	£58,852	Interim of 1/- (Coupon No. 5) for 1904	4 1/2 % 23 1/2
"Shell" Transport and Trading Company, Limited	10,000	\$10	\$10	\$10,000	\$1,287	\$1.80 & b. 40 cts for year ending 30.4.04	6 % \$37
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$15,091	\$1,287	\$0.90 & b. 20 cts.	4 1/2 % \$28
Straits Steamship Company, Limited	5,000	\$100	\$100	\$100,000 \$21,675 \$137,153	\$21,231	\$10 for 1904	8 % \$130 buyers
Taku Tug and Lighter Company, Limited	30,000	T.Tls. 50	T.Tls. 50	Tls. 126,000 Tls. 276,679	Tls. 6,190	Final of Tls. 1 1/2 making Tls. 3 1/2 for 1904	11 1/2 % Tls. 28 buyers
REFINERIES.							
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$450,000 none	\$42,812	Final of \$15 making \$20 for 1904	9 % \$223
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$85,987	\$3 for 1897	5 1/2 % \$30 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,635	Tls. 2 1/2 for year ending 30.9.04	4 % Tls. 65 sales
MINING.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	G \$10	G \$10	£40,000 none	£7,820	No. 3 of 1/6	5 1/2 % Tls. 7 1/2 sellers
Oriental Consolidated Mining Company, Limited	50,000	£1	£1	£187,100	G \$67,093	50 cents making G \$1 for 1904	5 1/2 % G \$17 1/2
Raub Australian Gold Mining Company, Limited	50,000	£1	£1	£4,873	Dr. £4,029	No. 12 of 1/-=48 cents	...
Société Française des Charbonnages du Tonkin Docks, Wharves & Godowns.	16,000	Fcs. 250	Fcs. 250	Fcs. 251,337 Fcs. 1,509,652	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903	...
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	\$70,000 \$58,423 \$10,000	\$8,577	\$3.75 for 1904	11 1/2 % \$33 1/2 buyers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	\$300,000 \$250,000 \$33,500	\$29,422	Final of \$2 1/2 making \$5 for 1904	4 1/2 % \$104 sellers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$33,500	\$49,289	\$6 dividend and \$1 bonus for 2nd half- year 1904	6 1/2 % \$203
Howarth Frskine, Limited	12,000	\$100	\$100	\$60,000 \$55,000	\$3480	\$10 div. & \$5 bonus for year end. 30/6/04	6 1/2 % \$270 buyers
New Amoy Dock Company, Limited	6,000	\$60	\$60	\$55,000	\$480	\$14 for 1903	6 1/2 % \$21 sellers
Riley Hargreaves & Co., Limited	6,000	\$100	\$100	\$150,000	\$49,936	\$10 div. and \$2 1/2 bonus for 1903	5 1/2 % \$250 sales
Do. (Preference)	2,750	\$100	\$100	\$150,000	\$49,936	\$7 dividend	6 1/2 % \$17 1/2
S. C. Farnham, Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 900,000	Tls. 48,153	Tls. 5 interim for 1904 1/2	8 % Tls. 157
Shanghai and Hongkew Wharf Company	32,000	Tls. 100	Tls. 100	Tls. 59,880	Tls. 10,711	Final of Tls. 6 making Tls. 10 for 1904	6 % Tls. 187 1/2 sales
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$2,100,000	\$206,645	\$20 for 2nd half year making \$26 for 1904	6 1/2 % \$195
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 17,500	Tls. 2,762	Tls. 18 for 1904	9 1/2 % Tls. 192 sales
LANDS, HOTELS & BUILDING.							
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	none	\$9,989	\$2 1/2 for year ended 30.6.1904	6 1/2 % \$34 sales
Astor House Hotel, Limited (Tientsin)	2,000	T.Tls. 50	T.Tls. 50	Tls. 8,000	Tls. 806	Final of Tls. 5 making Tls. 9	6 1/2 % Tls. 145 sales
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$100,000 \$10,000	\$3,554	\$5 for second half-year making \$10 for 1904	7 1/2 % \$145 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$250,000	\$37,875	Final of \$6 making \$12 for 1904	9 1/2 % \$125 sellers
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 20,886	Tls. 7,202	Tls. 2 1/2 for the year ending 31.3.1905	12 1/2 % Tls. 191 sellers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$200,994 \$50,000	\$11,958	90 cents for 1904	7 1/2 % \$13 sales
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$377	\$3 for 1904	7 1/2 % \$40 sellers
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 828,813 Tls. 170,000	Tls. 40,766	Tls. 3 final and Tls. 2 bonus making	7 % Tls. 118 buyers
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Tls. 670	Tls. 8 for 1904	10 % Tls. 47 sales
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 67,300	Tls. 725	Tls. 5 for 1904	10 % Tls. 125
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	Final of Tls. 4 making Tls. 7 for 1904	5 1/2 % Tls. 12 buyers
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,747	Final of \$1.70 making \$3.20 for 1904	5 1/2 % \$55 sellers
COTTON MILLS.							
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.10.1903	11 1/2 % Tls. 37 1/2
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	none	\$12,862	50 cents for the year ending 31.7.04	3 % \$164 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 50,000 Tls. 35,227	Tls. 13,629	Interim of 3 1/2 a/c 1898	...
Laon-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 10,000	Interim of 4 1/2 a/c 1898 on 6,000 shares	...
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 8,115	Tls. 22,050	4 % for 1897	...
CIGARS AND TOBACCO COS.							
Alhambra, Limited	300	\$200	\$200	none	Dr. P. 2,584	\$225 for year ending 30.6.1900	...
Philippine Company, Limited	7,500	\$10	\$10	none	...	First year	...
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 25,000	Tls. 1,091	Final of Tls. 6 making Tls. 9	13 1/2 % Tls. 68 sales
MISCELLANEOUS.							
Anglo-German Brewing Company, Limited	4,000	\$100	\$100	none	...	First year	...
Hell's Asbestos Eastern Agency, Limited	1,604	12/6	12/6	none	£161	6d. per share for 1903	...
Campbell, Moore & Co., Limited	6,000	\$10	\$10	\$8,000	\$1,182	\$3 for 1904	8 1/2 % \$30
Central Stores, Limited	6,000	\$15	\$15	\$2,000	...	Final of 60 cents making \$1.80 for 1904	8 1/2 % \$12 sellers
Do. (Founders)	123	\$15	\$15	\$20,000	\$1,502	None	...
Do. (New Issue)	24,000	\$15	\$15	...	...	Preferential of 7 per cent for 1904	6 1/2 % \$3 sellers
China-Borneo Company, Limited	60,000	\$15	\$12	none	Nil.	\$1 for 1904	7 1/2 % \$15 sales
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 30,000	Tls. 718	\$1 for 1904	7 1/2 % Tls. 65 sales
China Light and Power Company, Limited	30,000	\$10	\$10	none	\$37,339	None	...
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$8,000	\$1,581	80 cents for 1904	9 1/2 % \$18 sales
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	...	...	\$14 for year ending 31.7.1903	...
E. L. Monck, Limited	7,000	Tls. 50	Tls. 50	none	Dr. Tls. 15,318	Tls. 5 for 1902	...
Fraser and Neave, Limited	4,500	\$10	\$10	\$112,500	\$2,700	\$5 div. and \$2 1/2 bonus for 1903	8 % \$264 sales
Green Island Cement Company, Limited	100,000	\$10	\$10	\$400,000	\$95,054	\$2 for 1904	7 1/2 % \$17 sellers
Do. (New Issue)	50,000	\$10	\$10	\$25,000	...	First Year	...
Hall & Holtz, Limited	21,000	\$20	\$20	\$186,000 £23,109	\$7,551	Final of \$1 1/4 making \$2 1/4	10 % \$45
Hongkong & China Gas Company, Limited	7,000	£10	£10	£3,109	£7,625	£1 div. and 2/- bonus for 1903	7 1/2 % \$100 buyers
Hongkong Electric Company, Limited	30,000	\$10	\$10	none	\$1,747	\$100 cents for year ending 30.4.1904	5 1/2 % \$172 buyers
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$10,000	\$2,706	\$15 for year ending 30.11.1904	4 1/2 % \$200
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$60,000	\$5,356	Final of \$13 making \$17 for 1904	7 % \$224 sales
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	\$60,000	\$11,137	\$10 for 1904	7 % \$44 buyers
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	\$2,500	\$499	Final of 70 cts. and 50 cts. bonus making	10 1/2 % \$17.65 sellers
Kat's Brothers, Limited	10,000	\$100	\$100	\$475,000	\$1,400	\$10 for 1904	6 % \$135 buyers
Lane, Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	none	\$1,582	Interim of \$5	7 1/2 % \$145 sales
Maatschappij tot Mijn- Bosch- en Landbouw- exploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 328,210 Tls. 19,465	Tls. 35,849	1st quarterly of Tls. 7 1/2 paid 15.3.05	15 1/2 % Tls. 220 buyers
Maynard and Company, Limited	3,400	\$10	\$10	none	...	\$2 for year ended 31.10.1904	9 % \$23
S. Moutrie & Company, Limited	4,000	\$50	\$50	\$5,000	\$832	Final of \$3 making \$5 for the year ending	9 % \$45 sales
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,200	\$50	\$50	None	Dr. \$5,537	30.6.04	...
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	Tls. 145,000 Tls. 108,172	Tls. 8,011	Final of Tls. 5 making Tls. 4 1/2 for 1904	7 1/2 % Tls. 177 buyers
Shanghai Horie Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 35,000	Tls. 10,747	Tls. 5 for 1903	1 1/2 % Tls. 80 sales
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 25,000	Tls. 6,968	Final of Tls. 8 making Tls. 14 for 1904	9 % Tls. 160 sales
Shanghai Waterworks Company, Limited	150,000	\$20	\$20	Tls. 170,000	Tls. 17,220	Final of 37/6 making 52/6 for 1904	4 1/2 % Tls. 450 buyers
Singapore Dispensary, Limited	600	\$50	\$50	\$20,000	\$1,769	\$64 for year ended 31.7.1904	8 % \$80
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$39,020	None	...
Team Laundry Company, Limited	5,000	\$5	\$5	...	...	60 cents for year ended 31.5.04	8 1/2 % \$7 buyers
Straits Ice Company, Limited	10,000	\$5	\$5	none	\$3,644	First year	...
Straits Trading Company, Limited	250,000	\$10	\$10	\$25,000 \$750,000 \$500,000	\$84,813	\$10 for second half year 1904	13 1/2 % \$50 buyers
Tientsin Native City Waterworks Company, Ltd.	2,941	Tls. 100	Tls. 100	none	Tls. 2,025	\$1 div. and 35 cents bonus for half year	6 1/2 % \$4 1/2 buyers
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,219	Tls. 2,211	ended 30.9.1904	...
United Asbestos Oriental Agency, Limited	9,900	\$10	\$10	\$20,000	...	Tls. 2 for half year	...
Do. (Founders)	100	\$10	\$10	...	...	Final of \$14 making Tls. 8 for 1904	...
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	\$550,000	\$2,893	Final of \$14 making Tls. 8 for 1904	...
William Powell, Limited	12,000	\$10	\$10	\$3,000	\$588	Interim of 50 cents for year 1901/1902	10 1/2 % \$114 buyers